





## INTIMATION.

A. S. WATSON &amp; CO., LIMITED

## VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

## SEED LISTS

HINTS FOR GARDENING  
have been issued and can be obtained on application.

Our Seeds are all tested before being put up in London.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER only, and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

## CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each. \$1.75.  
25 lbs. \$3.50.

Directions for use are given on the Label.

## LAWSON'S "NEW PATENT"

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

## A. S. WATSON &amp; CO., LIMITED,

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 15th August, 1895.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their communications addressed with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of THE DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, P.O. Box 25. Telephone No. 12.

MARRIAGE.  
At the Church of the Sacred Heart of Jesus, Hongkong, on the 9th of September, 1895, by the Rev. Father J. M. Lenz, S.J., Peter Lawson, third son of the late Peter Lawson, late third engineer of the steamer *Surgeon*, aged 26 years.

At 12, Feringi Road, Shanghai, on the 11th inst., suddenly, CLAUDE A. REES, aged 53 years.

## The Daily Press.

HONGKONG, OCTOBER 16th, 1895.

OUR Northern correspondent states that LA HUNG-CHANG and Mr. HIYASU are about to negotiate the supplementary treaty and convention referred to in Article VI. of the Treaty of Shimoda.

We do not agree with the view that these new instruments can only deal with questions of tariff and of fiscal detail, and will concern the Inspector-General of Customs and his experts rather than the foreign trading communities. Such questions may appeal to the general reader less powerfully than the more showy parts of a treaty, but none the less they exercise a vital influence on the revenue and trade of a country.

But quite apart from their intrinsic importance we do not think they will in this case monopolize the attention of the contracting parties. The late Earl of Beaconsfield on a famous occasion brushed aside his critics calling on him to redeem his promise by the remark that "good many things had happened since then," the fact being that his party from an apologetic minority had become a triumphant majority. His Lordship's somewhat cynical *mot* is of perennial application in the sphere of practical politics and government.

The Japanese may reasonably quote it in formulating new demands under the Treaty of Shimoda. Many things have happened since La and Iro parted, but two are especially germane to the occasion—the forcible recession of Lintao and the anti-foreign riots and butcheries in Szechuen and Fukien. No reasonable politician would contend that half of the fruits of victory are to be given up at the back of the three Western Powers without some *quid pro quo* and in the gleam of light of recent events no civilized power would dream of entering into reciprocal treaty obligations with China without taking more stringent measures to secure the safety of its subjects than those which already obtain.

We hold that Japan is not only in a position to demand, but is morally bound to demand a large extension of the commercial clauses of the late treaty. Other territory she cannot have; only in the direction of commercial expansion can she reasonably hope to find solace for her disappointment in lower Manchuria. Her own attitude on the question of extra-territoriality attests her action in this direction with the Chinese, but in insisting on an extensive opening up of the country to foreign trade and on the

adequate protection of foreigners she is now happily beyond the charge of inconsistency and will be doing unalloyed good to herself, China, and to the world at large. Among the many reagents steadily corroding the Chinese polity that of monetary indebtedness to the foreigner has been conspicuously absent. Rather by feeling than by an intelligent perception of the danger, the Chinese have avoided the policy which has hurried on the ruin of Turkey and Egypt as autonomous states. With nations as with men, "who goes a-borrowing, goes a-sorrowing," unless they borrow from their own subjects. After fifty years' successful resistance of the temptation, the blockheads who trifle with government in Peking have now flown straight into the open spread of the Fowler; ignoring the lesser danger of the money market they have deliberately placed their country in the grip of the most obdurate creditor in Europe. The evil is done and is almost past remedy; China's sole hope of mitigating it lies in continued and progressive solvency. Unless her revenue undergoes a steady and large improvement, enabling her to meet the claims of interest and redemption, nothing can save her from internal interference and the steady slicing of territory on the part of her Northern neighbour. Now China's solvency is a question of trade expansion and of the extension of the Imperial Maritime Customs; every other phase of financial improvement is bound to fail from sheer inability to find honest men to work it. The large revenue from telegraphs fails to reach the Imperial treasury; the minor receipts from shipping and railways dwindle to zero before they get into the accounts of the Hu Pei. The honestly administered "Customs" is the one hope of Chinese finance and any policy which will ensure its extension in China proper—for we have too much of it in Hongkong for our liking—will be of invaluable aid to the Central Government.

This only tends to strengthen the Japanese demand. No honest man need seek his self-interest less because it coincides with his rival's. The opening up of the West River and the establishment of Custom Houses at the prebucational and commercial cities would alone within four years give an enormous income to Peking, though this would be a mere drop in the bucket to a similar policy over all the maritime provinces. We do not hesitate to commend this policy to Japanese statesmen because it also happens to be the chief desideratum of British traders and because under the most favoured nation clause we should at once share the advantages which Japan would secure. Great Britain has so often been the pioneer in this direction and has so liberally shared her privileges with other nations that we need know neither diffidence nor Pecksniffian virtue in calling on other powers to show us a friendly lead now that the whittling of time has given them the chance of initiative.

In the draft Treaty of Shimoda, Peking, Siangnan, and Wuchow, in addition to the four cities ultimately accepted, were to be opened up to trade, residence, industries, and manufactures of Japanese subjects; and the West River, Tangling Lake, and Siang River were to be opened up in addition to the Upper Yangtze, the Wussing, and the Szechow and Hangchow canals. Count Iro admitted his claims in deference to the urgent pleadings of La to the magnitude of the indemnity and territorial cession. This present is an admirable opportunity for reviving these claims and pushing even greater demands in the way of commercial concessions. If Mr. HIYASU could also fix down in black and white the general responsibility for foreign life on the provincial Chinese authorities, he would not only earn the gratitude of the foreign communities but prove himself an ultimate benefactor to the Chinese Government and people.

The P. & O. steamer *Verona* left Bombay for this port on the 12th inst.

The following appointment has been made at the Admiralty—Lieut. Basil C. Parrot to the *Tamar*, to date 28th May.

The statement is confirmed that Clyde ship-builders have secured contracts for five vessels from the Japanese Government.

Messrs. E. A. Frost and J. L. Scott have joined the staff of Directors of the International Cotton Manufacturing Co., Shanghai.

The Regatta is to be held on the 12th and 13th December, and prizes will be offered for the Challenge Cup will be played on the 28th inst.

The F. M. steamer *China*, with mails, &c., which left Hongkong September 18th inst., for Shanghai, is expected to arrive at the latter place on the 28th inst.

The old Fung-yi property at the corner of the Bund and the Yangtze, which has been sold by the Shanghai Land Investment Co., Limited, for £1,350,000, a large advance on the price at which it changed hands last.

A Tokyo press despatch of the 4th inst. reads as follows:—The Japanese Consul at Singapore has been ordered to inform the Chinese Consul at that port that the Japanese Government has allowed the Chartered Bank to hold Japanese Government bonds as security against the note issue of 998 per hundred yen bond.

Huang, Consul of Shanghai, left that port early on the morning of the 8th inst. in rather an unexpected manner for Nanking by the Chinese gunboat *Chienlo*, having been telegraphed for by the Viceroy Chang. An chief magistrate with military powers and head of the Bureau of Foreign Affairs in that part of Kiangnan, Huang Tze-tai's superior, the N. O. Daily News says, expects him to keep them informed of the latest movements of Western Powers in that part. He, however, appears to have given no intimation of the approach of the British fleet into the Yangtze, and, according to native report, is the reason why he has been telegraphed for so hastily by the Nanking Viceroy.

The N. O. Daily News says:—According to a despatch received from Peking, the Grand Secretary Li Hung-chang having been delayed by the Japanese Consul at Shanghai, the Japanese Consul at Shanghai has been ordered to inform the Chinese Consul at that port that the Japanese Government has allowed the Chartered Bank to hold Japanese Government bonds as security against the note issue of 998 per hundred yen bond.

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## THE JAPANESE IN FORMOSA.

JAU REFUSES TO SURRENDER.

BOMBARDMENT EXPECTED.

(SPECIAL TELEGRAM TO THE "DAILY PRESS.")

AMOI, 15th October, 8.45 a.m.

The Japanese demand unconditional surrender.

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THE ENGLISH MAIL

The P. & O. steamer *Mysore*, with the English mail, left Singapore for this port at 4 p.m. on the 14th inst. and is due here on Saturday, the 19th inst., at noon.

THE AUSTRALIAN MAIL.

The E. & A. steamer *Arlio*, from Australia via Fijior, is expected to reach the 21st inst.

THE GERMAN MAIL.

The N. D. L. steamer *Prinz Heinrich*, with the German mails of the 23rd September, left Colombo on Friday, the 11th inst., and may be expected here on or about Tuesday, the 22nd inst.

THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with the American mail from San Francisco to the 24th inst., arrived at Yokohama, and left for this port via Nagasaki on the morning of the 16th inst.

The O. & O. steamer *Casco*, with the American mail from San Francisco for this port via Yokohama and Nagasaki on the 16th inst.

The P. M. steamer *City of Peking*, with the American mail left San Francisco for this port via Yokohama and Nagasaki on the 12th inst.

MERCHANT STEAMERS.

The N. P. steamer *Tacona* is due here on or about the 16th inst.

The N. G. S. steamer *Letimbeh* left Bombay for this port on the 28th inst., and may be expected here on the 29th inst.

The P. & O. steamer *Verona* left Bombay for this port on the 19th inst.

The P. & O. steamer *Benbow*, from Antwerp and London, left Singapore for this port on the 14th inst.

The P. & O. steamer *Malacca* left London for this port on the 21st inst.

The P. & O. steamer *Ceylon* left London for this port direct, on the 5th inst.

POST-OFFICE NOTICE.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock. Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1898, revised to date, will be found in the *Chronicle and Directory*, p. xx. This is the only authorised complete directory of Postal information published in Hongkong.

The authorised List of Mails issued in connection with this paper is the one published twice a week. It is to be noted that it is corrected to a much later hour than that given above.

A MAIL WILL CLOPE.

For Yokohama.—Per *Oranpe*, to-day, the 16th inst., at 10.00 p.m.

For Amoy and Shanghai.—Per *Sector*, to-day, the 16th inst., at 5.00 p.m.

For Macao.—Per *Hongkong*, to-day, the 16th inst., at 1.30 p.m.

For Hongkong.—Per *Fatshan*, to-day, the 16th inst., at 6.00 p.m.

For Singapore, Samarang and Sourabaya.—Per *Mupah*, to-morrow, the 17th inst., at 11.30 a.m.

For Singapore.—Per *Brenger*, on Tuesday

the 22nd inst., at 11.30 A.M. For Singapore, For *Glencora*, on Thursday, the 24th inst., at 3.30 P.M.  
For Nagasaki, Kobe and Yokohama, — For *Ancon*, on Friday, the 25th inst., at 11.30 A.M.  
For Shanghai, Kobe, Yokohama, Victoria, B.C. and Tacoma, — For *Tacoma*, on Tuesday, the 25th inst., at 11.30 A.M.

**MAILS BY THE FRENCH PACKET.**  
The French Contract Packet *Albionna* will be despatched on WEDNESDAY, the 16th inst., with Mails to the United Kingdom, Europe, and New Zealand, the Mauritius, to Saigon, Straits Settlements, Batavia, Barmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal, and the Cape, Egypt, Malta, and Gibraltar.  
The usual hours will be observed in closing the Mails, &c.

**HOURS OF CLOSING THE ENGLISH AND FRENCH MAILES.**  
*When the Packet leaves on Wednesday, the 16th inst., the following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave on Noon. The Money Order Office will be closed at 5 P.M. the day before.*  
8.00 A.M. — Posting of Prices Current and Circulars closes.  
(Prices Current and Circulars may, however, be posted up to 10 o'clock if they are not in "landed" condition, and the addresses all our way.)  
10.00 A.M. — Registry closes.  
10.30 A.M. — Posting of newspapers, books, and patterns closes.  
11.00 A.M. — Mail closes.  
11.15 A.M. — Letters may be posted (from 11 A.M.) with 10 cents late fee up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

**MAILS BY THE UNITED STATES PACKET.**  
The United States Mail Packet *Coptic* will be despatched on THURSDAY, the 17th inst., with Mails for Japan, the Straits Settlements, Hong Kong, Shanghai, Peking, and Yokohama, which will be closed as follows:—  
11.00 Registry closes.  
11.30 A.M. Post Office closes, but correspondence may be posted on board the Packet up to 12.00 P.M. with extra postage up to the time of departure.

**MAILS BY THE BRITISH PACKET.**  
The British Contract Packet *Knickerbocker* will be despatched on WEDNESDAY, the 16th inst., with Mails to the United Kingdom, Europe, and New Zealand, the Mauritius, to Saigon, Straits Settlements, Batavia, Barmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal, and the Cape, Egypt, Malta, and Gibraltar.  
The usual hours will be observed in closing the Mails, &c.

Oct., with Mail to the United Kingdom, Europe and countries beyond, viz. *Aden*, to the Straits Settlements, Netherlands India, Dutch East India, *Aden*, Egypt, Malta, and Gibraltar. The usual hours will be observed in close the mails, &c.

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MR. CHADWICK T. KEW  
(LARGE OF POOR & NOBLE)

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**HAS OPENED HIS Dental Rooms at**  
22, QUEEN'S ROAD CENTRAL, opposite  
A. TACK.

TEETH FILLED permanently, from \$1.00 upwards.  
CROWN and BRIDGEWORK inserted.  
TEETH EXTRACTED.  
FLAYERS & SPECIALITY.

Hongkong, 15th March, 1895.

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**CARBOLINUM-AVENARIUS**  
USED FOR 16 YEARS

Thoroughly reliable preservative for Wood and Stone against White Ant, Decay, Fungus, Rot, and Dampness.

Sole Agents for CHINA  
Messrs. SCHEELE & CO.  
Hongkong, 29th January, 1897.

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**FURNITURE WAREHOUSE.**  
LI KWONG LOONG,  
CABINET-MAKER AND AMBROSIO,  
From Glasgow has opened a  
FURNITURE STORE  
at

No. 3, WYNDHAM STREET.  
The only Shop in Hongkong with this  
Where HIGH CLASS FURNITURE  
every description can be made to order in  
design required.

Has been patronised by the Hongkong &  
Hongkong Hotel, Messrs. A. S. Watson & Co., Limited,  
and other leading Establishments in the  
Colony, to whom reference may be made for  
the Superior Workmanship and Materials  
the Furniture, etc., supplied.

Messrs. A. S. Watson & Co. write as follows:  
"We have pleasure in stating that Mr.  
KWONG LOONG furnished the A.S.W.C.O.  
to our Dispensary and gave us every satis-  
faction."

(8d) "A. S. WATSON & CO., LIMITED."  
ORDERS punctually attended to and CHEAPEST  
most than elsewhere.

AN INSPECTION INVITED.  
Hongkong, 4th February, 1905.

**N**OT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor  
Owners will be RESPONSIBLE for  
DEBTS contracted by the Officers or the  
of the following Vessels during their stay at  
Hongkong Harbour—  
ADAM W. STRIBS, Amer. bk., Field—Ostend  
BENGHUIZ, Brit. ste., Thomas—Gibb, I. C.  
BRUNNEN, Germ. tr., Piper—Chinese  
INVERARY, Brit. ste., Alth—Wielor & Co.  
MOUNT LEBANON, Brit. ste., Hendry—C.  
P. N. BRANCHALD, Amer. bk., Branchal-  
d—Elmes & Co.  
VELOCITY, Brit. bk., Martin—Chinese.



## NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

Captain L. Madison, having arrived from the above ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for presentation to the Undersigned and to take immediate delivery of their goods from the cargo.

Optional Cargo will be forwarded unless notice to the contrary is given before 4 P.M. To-day. Any Cargo requiring special discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 18th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 11th October, 1895. [2115]

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SHARAH, MASSARAWAH, HODDEDA, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEM" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings on cargo from Calcutta via S. Adalat, transhipped at Colombo.

From Trieste via S. Imperator, transhipped at Bombay.

From Venice via S. Carlotto and Sarnano, transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Undersigned before Noon on the 16th inst. or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 12th October, 1895. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

GENERAL AVERAGE S.S. "BELGIC."

A PORTION of this Vessel's Cargo having arrived, it has been landed into the Company's Godowns at Wharfedale, and Consignees are hereby notified to take immediate delivery.

A GENERAL AVERAGE BOND must be signed and a deposit of Fifty per cent. (50%) made on the ARRIVED VALUE of the Cargo previous to presentation of Bills of Lading.

The AVERAGE BOND is lying at the Company's Office for Signature.

J. S. VAN BUREN, Agent.

Hongkong, 14th October, 1895. [2128]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"CHELYDRA" having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods will be delivered from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Wharfedale, whence delivery may be obtained.

Cargo remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected, and any Claims for damages and/or shortages not later than the 26th inst. otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 14th October, 1895. [2130]

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENHARRY" having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods will be delivered from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Wharfedale, whence delivery may be obtained.

Cargo remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected, and any Claims for damages and/or shortages not later than the 26th inst. otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 14th October, 1895. [2130]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW, and Peking via the Yangtze.)

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERANEAN, AND BLACK SEA PORTS.

MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 16th October, 1895, at Noon, the Company's Steamship "MELBOURNE" Commandant Bourdon, with Mail, Passengers, Space, and Cargo will leave this Port for the above places.

Cargoes will be registered for London at 10 A.M. and for Melbourne at 11 A.M. on the 15th inst. (Passengers are not to be sent on-board.)

For further Particulars, apply at the Company's Office.

C. TOURNATRE, Acting Agent.

Hongkong, 3rd October, 1895. [72]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOERABAYA.

THE Steamship

"HUPEI" Captain Kwei, will be despatched to MOROCCO, the 17th inst. at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October, 1895. [2173]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Oct. 17, 1895, at Noon.

GARLO (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Nov. 5, 1895, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA, and YOKOHAMA, on THURSDAY, the 17th October, 1895, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCELS, PACKAGES should be marked to address in full, and name will be retained at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo despatched to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th September, 1895. [4]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Intermediate and Eastern Ports of the United States and Canada, and to Europe.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table, Decor and Service carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery through the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

TACOMA..... 2,549 Tuesday Oct. 29.

STRAITSVISIT 3,374 Tuesday Nov. 19.

VICTORIA 3,187 Tuesday Dec. 10.

HANKOW 3,594 Tuesday Dec. 31.

TACOMA 2,549 Tuesday Jan. 12.

VICTORIA 3,187 Tuesday Feb. 11.

No Passengers carried by this sailing.

THE Steamship

"TACOMA" Captain R. Crawford, sailing at Noon, on TUESDAY, the 29th inst., will proceed to VICTORIA, B.C. and TACOMA, via SHANGHAI, INLAND SEA, KOBÉ, and YOKOHAMA.

Passengers of Lading sent to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices to accompany Cargo despatched to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

DODWELL, CARLILL & CO., General Agents.

Hongkong, 10th October, 1895. [9]

## VESSELS ADVERTISED AS LOADING

DESTINATION

VESSEL'S NAME

FLAG &amp; RIG

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

LONDON, via SUEZ CANAL, KOBÉ, YOKOHAMA, and HONOLULU. Captain H. Hind, Brit. str. Seymour, 24th inst. at Noon.

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